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UNIVERSITY OF CALIFORNIA

# LAND USE PLAN SUMMARY

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The Salinas Municipal Airport is one of the major assets of the Salinas area, providing recreation, jobs, and the opportunity for economic growth in the future.

This document summarizes the Salinas Municipal Airport Land Use Plan which was prepared as a part of the Salinas General Plan Program and is based on an inventory of physical, economic, and noise characteristics within the area established as the Airport Area of Influence.

This information was evaluated to identify the major issues that are either opportunities for further development within the airport area or constraints to that development.

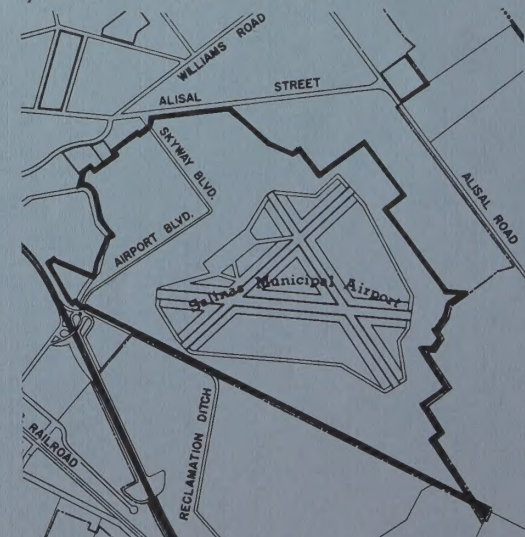
The thrust of the plan is to maximize the development opportunities while minimizing the development constraints.

The plan includes specific policy statements pertaining to major airport development issues. The policy statements are reflected in the land use plan.

The Airport Land Use Plan addresses the City-owned airport property and the larger Airport Area of Influence. This plan reflects the City's policy regarding airport development and meets the requirements of the Monterey County Airport Land Use Commission. This plan is an amendment to the Salinas General Plan, and if a conflict arises between the two plans, the Airport Plan takes precedence.

The implementation section of the Plan sets forth a series of actions on capital improvements, zoning, and airport noise, which will allow all future airport growth to proceed in a well planned and timely manner.

With the successful implementation of this Plan will come an airport that is able to meet the aviation needs of the Salinas area, while not creating noise and other environmental problems that could seriously affect the environment of the Salinas area for years to come.



Aviation  
city pl.  
Land util.

Airports  
Salinas

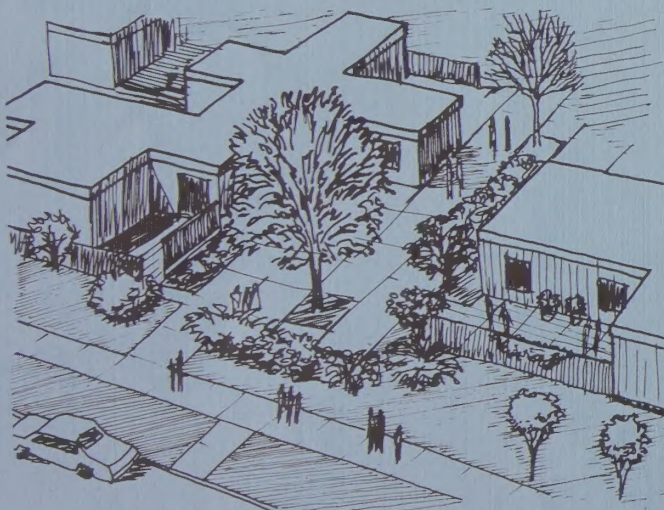
# AIRPORT GROWTH AND DEVELOPMENT

## Opportunities

Development opportunities include the development of vacant parcels to provide more housing for the residents of Salinas or the development of land for industrial expansion to meet the needs of a growing economy.

### RESIDENTIAL

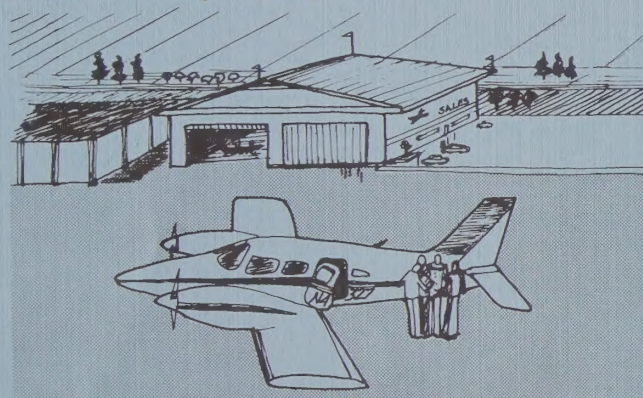
Residential development can continue in East Salinas in three forms: (1) development of vacant parcels scattered throughout already established neighborhoods; (2) extension of existing subdivisions; and (3) redevelopment of existing residential areas.



### COMMERCIAL

Airport lands are available for future commercial development, both aviation-related to serve aircraft owners and pilots and non-aviation related to provide space for businesses which are not directly involved in aviation but want to locate on the airport.

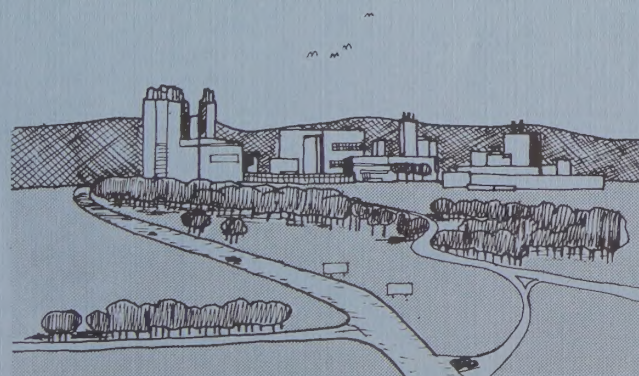
Commercial development can continue in East Salinas in areas along major streets which are zoned for this purpose, or in small centers which are carefully planned as part of an integrated neighborhood unit.



### INDUSTRY

The south side of the airport is reserved for industrial development with a total area of approximately 80 acres for this purpose.

Industrial development will continue to expand south of Harkins Road along Abbott Street.

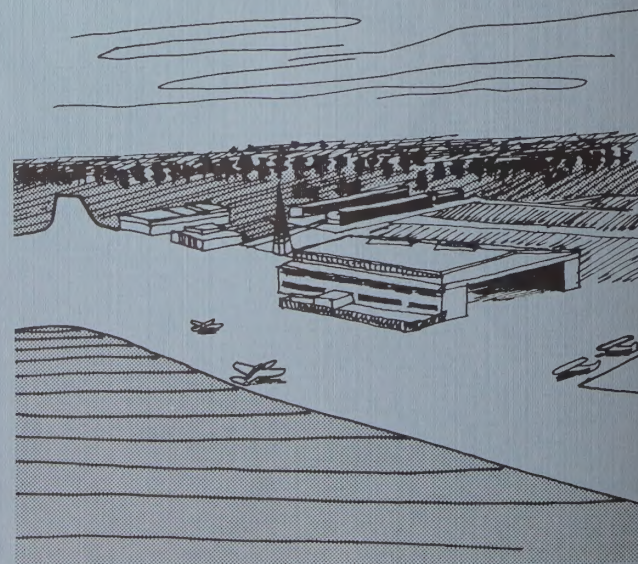


### AIRPORT FACILITIES

At present T-hangars and aircraft parking are located in the area adjacent to the Municipal Golf Course and Skyway Boulevard.

Space is available for additional T-hangars and aircraft parking areas which may be needed to keep pace with airport growth.

Once this area reaches capacity, additional space on the south side of the airport adjacent to the control tower can be used for expansion of these facilities.



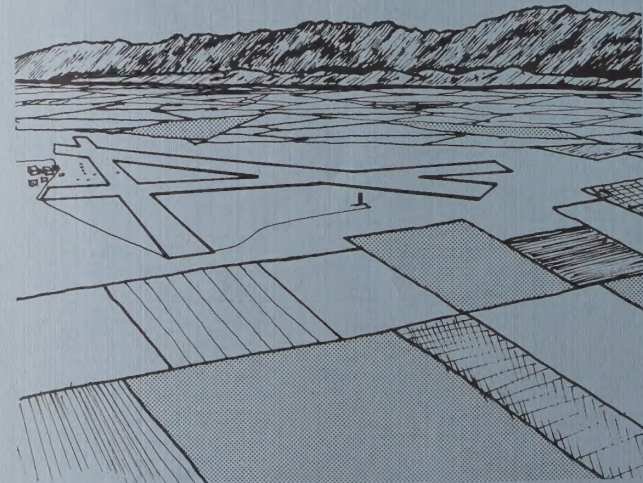
## Constraints

Any development opportunities must be considered in light of possible development or environmental constraints, including encroachments onto prime agricultural land, aircraft noise, building restriction areas, and lack of adequate streets and utilities.

### PRIME AGRICULTURAL LAND

The lands east and south of the airport are some of the most productive agricultural land in the Salinas area.

These lands should be retained in agriculture because of their productivity and their function as an "open space buffer" adjacent to the airport.



### AIRCRAFT NOISE

The most important constraint is that of aircraft noise. The greatest potential problem areas occur adjacent to Runway 13-31 in East Salinas and adjacent to Runway 8-26 in the industrial area of South Salinas.

A special study on airport noise at the Salinas Municipal Airport was completed as a part of the Airport Plan to identify major noise characteristics. The map below shows the 1980 60dB noise contour for Runways 13-31 and 8-26. Within this contour certain kinds of "noise sensitive" land uses should not be allowed, or allowed with adequate noise insulation.

Land uses that should not be allowed in areas above 65dB include single and two-family residences, mobile homes, school classrooms, libraries, churches, hospitals, and nursing homes.



Land uses which could be allowed between the 60 and 65dB contour only if noise insulation features are included in building design include single-family, two-family, and multi-family residences; retirement homes; school classrooms; libraries; churches; hospitals; and nursing homes.

The City of Salinas should establish noise insulation requirements for certain types of new land uses to protect areas within the 60dB noise contour from excessive noise. Building insulation requirements would apply only to new construction.

### BUILDING RESTRICTION AREAS

Certain airport lands are required to remain undeveloped to meet Federal Aviation Administration safety requirements. The map below generally shows the areas that must remain open, including an area 500' on either side of the center line of each runway, the clear zone at the end of each runway, and a 1200' radius surrounding the VORTAC navigational aid.



### LACK OF STREETS AND UTILITIES

One of the major constraints confronting airport development has been the lack of an adopted circulation and utilities plan for the airport property.

The land use plan for the airport property establishes location of the major streets so that the future street improvements can be programmed.

The location of utility lines will be either in designated street rights-of-way, or in locations that are least disruptive to existing and future development.

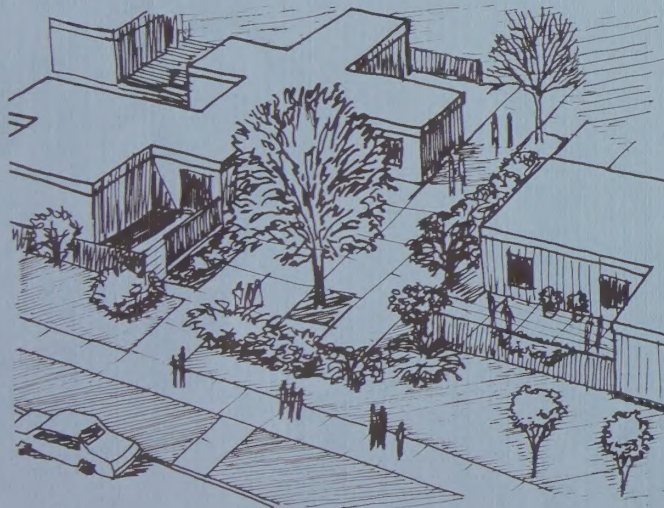
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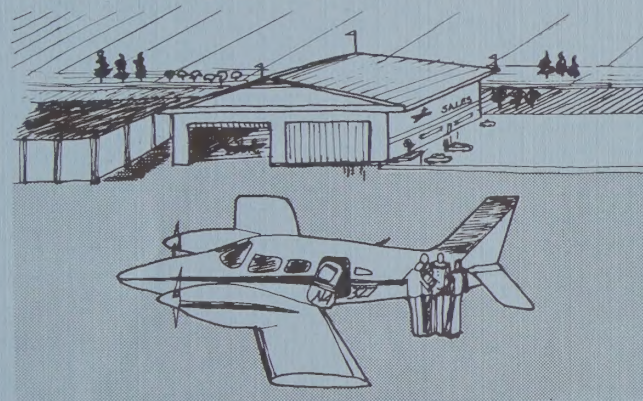
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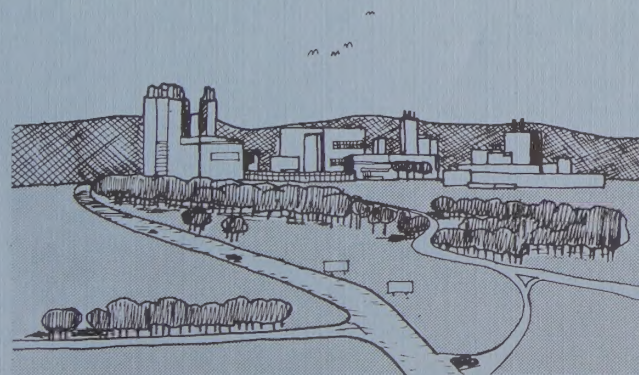
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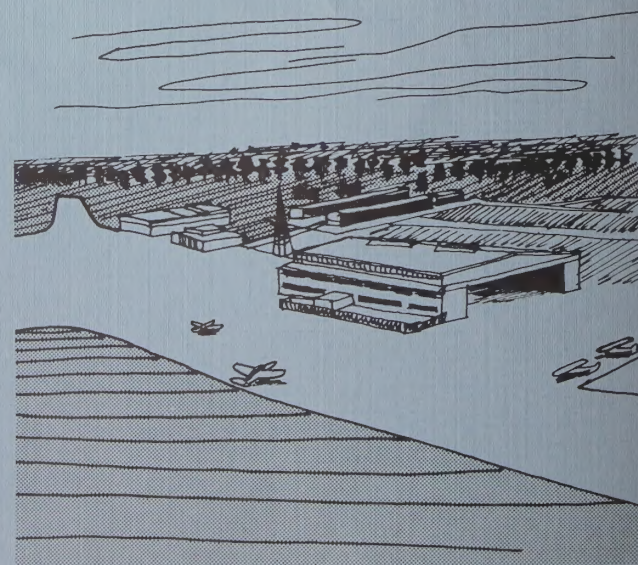


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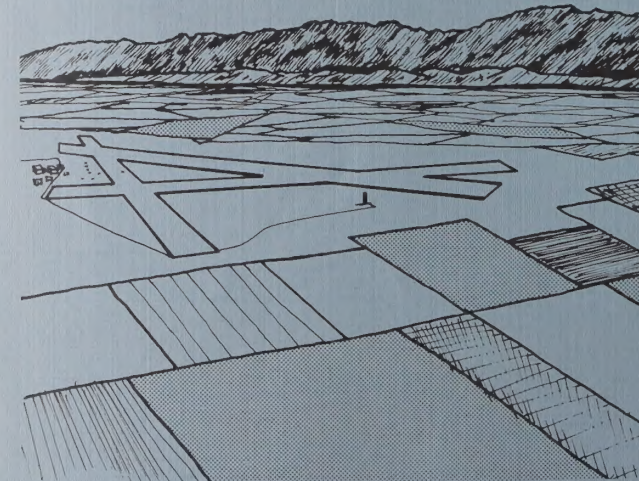
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# SALINAS MUNICIPAL AIRPORT LAND USE PLAN

## AIRPORT PROPERTY

SALINAS AIRPORT HAS BEEN IN EXISTENCE FOR OVER THIRTY YEARS DATING BACK TO WORLD WAR II WHEN IT WAS BUILT BY THE U.S. ARMY AND SERVED AS A MILITARY AIRFIELD. WHEN MILITARY OPERATIONS WERE PHASED OUT THE AIRPORT WAS DEEDED TO THE CITY OF SALINAS. THE AIRPORT NOW CONSISTS OF 736 ACRES OF CITY OWNED PROPERTY AT THE SOUTHEASTERN EDGE OF THE CITY AND INCLUDES THE SALINAS FAIRWAYS MUNICIPAL GOLF COURSE.

## AREA OF INFLUENCE

THE AREA OF INFLUENCE WAS ESTABLISHED IN OCTOBER OF 1973 AS A COOPERATIVE EFFORT WITH THE MONTEREY COUNTY AIRPORT LAND USE COMMISSION. THE AREA INCLUDES THE LAND AND RELATED STRUCTURES WHICH COULD BE PHYSICALLY ALTERED OR OTHERWISE AFFECTED AS A DIRECT RESULT OF AIRPORT ACTIVITY. THE BOUNDARY OF THE AREA WAS ESTABLISHED AFTER CONSIDERING AIRPORT BUILDING RESTRICTION ZONES, IMAGINARY AIRCRAFT APPROACH SURFACES, LOCAL FLIGHT PATTERNS, AIRCRAFT NOISE, NATURAL FEATURES, AIRPORT-RELATED ACCESSIBLE LAND, AND AIRPORT ACCESS PERIPHERAL ROADS AND DERIVING A PERIPHERAL LINE THAT ENCOMPASSES THE AREA AFFECTED BY ANY OF THE INDIVIDUAL ELEMENTS.



## THE MAP

### AIRPORT PROPERTY

#### 1 AIRPORT OPEN SPACE

This area includes all airport land within the airport building restriction areas and clear zones and is designated as airport open space.

#### 2 RECREATION

GOLF COURSE

#### 3 TERMINAL CORE AREA

NON-AVIATION RELATED COMMERCIAL

These are businesses that do not sell products or services directly to aircraft users or need access to the airport runway system, but which (1) prefer an airport location because they use business or corporate aircraft as a part of their business and need easy access to them; or (2) prefer an airport office location to facilitate business meetings and conferences with executives who fly in from other locations; or (3) desire an airport location and are normally found on an airport.

AVIATION RELATED COMMERCIAL

These are uses that sell aviation products or services directly to aircraft owners and pilots.

### NEW STREET PATTERN

Circulation is shown on the land use map and shows the realigned Mercer Way and the new Mercer Circle. Utilities will be relocated to best serve this area.

#### 4 SOUTH SIDE

AGRICULTURE

Agriculture in the Heins Lake area beyond the end of runway 31.

AVIATION RELATED COMMERCIAL

Airport T-hangar and parking area expansion adjacent to the airport control tower.

INDUSTRY

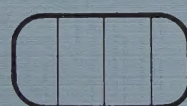
Access to this area is by a road extending east from Airport Boulevard, realigned as shown on the map.

#### 5 EAST SIDE

AVIATION RELATED COMMERCIAL

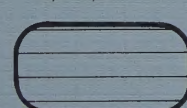
Aviation-related commercial, primarily agricultural-related commercial uses such as crop dusting operations, taking access from Alisal Road. Utilities must be extended to the area before further development is allowed. Special care should be taken to insure that chemicals used by tenants do not get into the sewers or storm drains.

### AREA OF INFLUENCE



AGRICULTURE

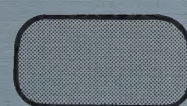
Areas to the east and south of the airport are reserved for continuing agricultural use to protect productive agricultural land and to create an "open space buffer" to protect the airport from future urban encroachment.



LOW DENSITY RESIDENTIAL: 3-8 Units Per Acre

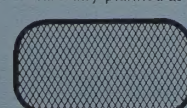


HIGH DENSITY RESIDENTIAL: 9-15 Units Per Acre



COMMERCIAL

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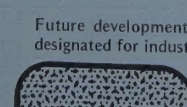
COMMERCIAL THOROUGHFARE

Highway-oriented commercial development will continue to expand at the intersection of Airport Boulevard and U.S. 101 Freeway.

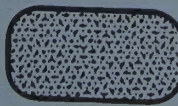


INDUSTRY

Industrial development will continue west of Salinas Airport in the City's major industrial areas between Abbott Street and the U.S. 101 Freeway.



Future development will occur on the south side of the airport in the area designated for industrial development.



PUBLIC FACILITIES

U.S. Department of Agriculture Research Station.



SCHOOLS



PARKS

## THE POLICIES

THE POLICIES AS PRESENTED IN THE FOLLOWING PARAGRAPHS WILL GUIDE THE AIRPORT'S FUTURE GROWTH AND ASSIST IN CREATING A WELL BALANCED AIRPORT AREA OF INFLUENCE WHERE THE QUALITY OF LIFE IS NOT COMPROMISED. ADHERENCE TO THESE POLICIES WILL PROTECT BOTH THE AIRPORT AND NEARBY URBAN DEVELOPMENT FROM ANY ENCROACHMENT BY THE OTHER WHICH WOULD HAVE A SIGNIFICANT ADVERSE EFFECT UPON THE URBAN ENVIRONMENT OR UPON AIRPORT SAFETY.

**1** CONTINUE DEVELOPMENT OF THE SALINAS MUNICIPAL AIRPORT AS A GENERAL AVIATION FACILITY.

**2** WITHIN THE AREA DESIGNATED AS "AIRPORT OPERATIONS", SAFETY SHALL BE THE FIRST CONSIDERATION. PRIORITY SHALL BE GIVEN TO CONSTRUCTION PROJECTS TO MAKE THIS AREA SAFER FOR AIRPORT OPERATIONS.

**3** DETAILED ENGINEERING AND DESIGN WORK FOR STREETS AND UTILITIES, AS SHOWN IN THE AIRPORT LAND USE PLAN, SHOULD BE ACCOMPLISHED AS SOON AS IS FEASIBLE SO THAT FUTURE IMPROVEMENT PROJECTS CAN BE PROGRAMMED AND FINANCED BY THE BEST MEANS AVAILABLE.

**4** THE AREA DESIGNATED AS THE "TERMINAL CORE AREA" SHALL BE DEVELOPED FOR AVIATION RELATED AND NON-AVIATION RELATED COMMERCIAL USES.

**5** THE ADJACENT LAND SOUTH OF THE AIRPORT SHALL BE USED FOR AIRPORT FACILITIES EXPANSION, INDUSTRIAL DEVELOPMENT AND AGRICULTURE.

**6** THE ADJACENT LAND EAST OF THE AIRPORT SHALL REMAIN IN AGRICULTURE WITH A PORTION RESERVED FOR AVIATION RELATED COMMERCIAL DEVELOPMENT.

**7** IN AREAS WITHIN THE 60DB CNEL AIRCRAFT NOISE CONTOUR, A PROCEDURE SHALL BE ESTABLISHED TO REQUIRE, IF NECESSARY, NOISE INSULATION FOR ALL NEW MOTELS, HOTELS, APARTMENT HOUSES, AND OTHER DWELLINGS EXCEPT DETACHED SINGLE-FAMILY HOMES.

**8** THE STUDY ENTITLED "AIRPORT NOISE STUDY SALINAS MUNICIPAL AIRPORT", COMPLETED BY ARNOLD THOMPSON AND ASSOCIATES IN MAY OF 1975 SHALL BE THE CITY'S GUIDE IN DETERMINING WHERE EXCESSIVE AIRCRAFT NOISE AREAS ARE LOCATED AND WHAT LAND USES ARE INCOMPATIBLE WITH EXCESSIVE AIRCRAFT NOISE.

**9** THE PRESERVATION OF THE PRIME AGRICULTURAL LAND TO THE EAST AND SOUTH OF THE AIRPORT SHALL BE ENCOURAGED IN EVERY WAY POSSIBLE.

**10** ENDORSE THE EXISTING NOISE ABATEMENT PROGRAM AT SALINAS MUNICIPAL AIRPORT AND ENCOURAGE THE CONTINUED IMPROVEMENT OF THE PROGRAM AS AN IMPORTANT MEANS OF MITIGATING EXISTING AND FUTURE NOISE PROBLEMS.

**11** COOPERATION SHALL BE ENCOURAGED AMONG THE VARIOUS JURISDICTIONAL AGENCIES INVOLVED IN ORDER TO FULLY IMPLEMENT THE SALINAS MUNICIPAL AIRPORT LAND USE PLAN.

# IMPLEMENTATION

## CAPITAL IMPROVEMENTS

The Airport Fund has been able to cover airport operating expenses but it has not been capable of generating enough revenue to fund all needed capital projects. With increased airport development, adequate funds may become available for additional capital improvements. However, other funding sources will continue to be needed to accomplish major street and utility improvements.

Major work is needed to prepare the Terminal Core Area, South Side, and East Side for development. Because development costs will be smaller in the Terminal Core Area, it should be developed first.

If a desirable development is proposed for one of the other two areas, the City should encourage development but not participate in the development costs.

## NOISE

Within the 60dB noise contours for runways 13-31 and 8-26, all new development proposals will be reviewed to determine if noise insulation features are required.

This procedure was established pursuant to Title 25, Article 4, of the California Administration Code which allows local governments to initiate two actions: (1) Before new structures can be occupied in high noise areas (60dB contour or higher) an acoustical analysis can be required to determine if noise resulting from exterior sources is below the prescribed limits of 45dB in sleeping areas and 55dB in other living areas; and (2) If noise levels are not below the prescribed levels, noise insulation can be required to bring them below the required levels.

## ZONING

A new airport zoning district will be established to reflect the unique character of the airport and implement the land use policies of the plan.

Areas on the east and south of the airport should be rezoned to agriculture in order to protect the farm land for agricultural use and provide an open space buffer for the airport.

The City's Airport Approaches Zoning Ordinance should be amended to reflect the new Federal Aviation Regulations, Part 77 requirement for the airport's imaginary surface configuration.

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### CITY COUNCIL

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Hans Sappok  
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Burt Risser  
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Gus Weiser, Airport Manager

### AIRPORT LAND USE PLAN ADVISORY COMMITTEE

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Dean Wagoner  
Robert Wherritt

Paul Bickel  
George Davis

*Salinas*

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John J. Stamsos, Assistant Urban Planner  
Catherine M. Stein, Junior Urban Planner  
Dan R. Vasquez, Planning Technician

Report Prepared by John J. Stamsos  
Graphics by Dan R. Vasquez

Reviewed by Airport Land Use Plan Advisory Committee April 22, 1976

Adopted by Planning Commission May 19, 1976

Adopted by Airport Commission May 19, 1976

Adopted by City Council June 28, 1976